



National Transportation Safety Board Aviation Accident Final Report

Location:	PERRIS, CA	Accident Number:	LAX92MA183
Date & Time:	04/22/1992, 1109 PDT	Registration:	N141PV
Aircraft:	de Havilland DHC-6-200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	16 Fatal, 6 Serious
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

THE GROUND LOADER HAD FUELED THE AIRPLANE FROM THE AIRPORT FUEL TRUCK. HE STATED THAT THE FLIGHT CREW DID NOT SUMP THE FUEL TANKS AFTER THEY WERE FUELED. IMMEDIATELY AFTER TAKEOFF THE RIGHT ENGINE LOST POWER, THE RIGHT WING LOWERED TO ABOUT 90 DEG, AND THE AIRPLANE IMPACTED THE GROUND ADJACENT TO THE RUNWAY. THEN FORWARD FUEL TANK, WHICH PROVIDES FUEL TO THE RIGHT ENGINE, WAS FOUND TO CONTAIN ABOUT 8 GALS OF A HEAVILY CONTAMINATED MIXTURE COMPOSED OF WATER, AN EMULSIFYING AGENT, AND BACTERIAL GROWTH. THE FUEL FROM THE AIRPORT FUEL TRUCK AND MAIN UNDERGROUND TANK CONTAINED THE SAME MIXTURE. FUEL HAD BEEN TRANSFERED FROM THE UNDERGROUND TANK TO THE TRUCK ON THE EVENING PRECEDING THE ACCIDENT. THE LEFT PROPELLER CONTROL WAS FOUND SEIZED IN THE FEATHER POSITION; LEFT PROPELLER BLADES IN THE NEAR-FEATHER POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INADVERTENT FEATHERING OF THE WRONG PROPELLER FOLLOWING AN ENGINE POWER LOSS, AND THE FAILURE OF THE OPERATOR TO ASSURE THAT THE PILOT WAS PROVIDED WITH ADEQUATE TRAINING IN THE AIRPLANE. FACTORS RELATED TO THE ACCIDENT WERE: WATER CONTAMINATION OF FUEL IN THE AIRPORT STORAGE TANKS, THE OPERATOR'S LACK OF FUEL QUALITY CONTROL PROCEDURES, IMPROPER FUEL SERVICING, IMPROPER PREFLIGHT BY THE PILOT(S), AND EXCEEDING THE GROSS WEIGHT/FORWARD CG LIMITS OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
 2. (F) FLUID,FUEL - CONTAMINATION
 3. (F) FLUID,FUEL - WATER
 4. (F) AIRPORT/FACILITIES - NOT MAINTAINED
 5. (F) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
 6. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

7. 1 ENGINE
 8. (C) WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
 9. (C) IMPROPER INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
-

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

10. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
-

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/23/1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4300 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N141PV
Model/Series:	DHC-6-200 DHC-6-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	141
Landing Gear Type:	Tricycle	Seats:	24
Date/Type of Last Inspection:	02/02/1992, Annual	Certified Max Gross Wt.:	11579 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	29391 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-20A
Registered Owner:	CONASTER, BENNIE E.	Rated Power:	550 hp
Operator:	PERRIS VALLEY AVIATION SVCS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1108 PDT	Type of Airspace:	Class G

Airport Information

Airport:	PERRIS VALLEY (L65)	Runway Surface Type:	Asphalt
Airport Elevation:	1413 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5100 ft / 65 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	14 Fatal, 6 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	16 Fatal, 6 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D Llorente	Report Date:	08/05/1993
Additional Participating Persons:	ASI D. ALLISON; RIVERSIDE, CA J. DONNELLY; QUEBEC, CANADA, R. WILSON; WASHINGTON, DC R. PRICE; WASHINGTON, DC		
Publish Date:	10/17/2016		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).